(c) Platinum Pass has been introduced with approval of the competent authority.

New Rajdhani Express Train for Andhra Pradesh

2001. DR. MOHAN BABU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are introducing new Rajdhani Express train for Andhra Pradesh;

(b) if so, the details thereof; and

(c) the other works of South-Central Railway to be undertaken during this year (1997-98)?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) and (b) It has been decided to introduced a weekly Rajdhani Express train between Hazrat Nizamuddin and Secunderabad during 1997-98.

(c) The details are as under:—

(Rs. in Crores)

Name of Project	Kms.	Cost	Out lay 1997-98
New Lines			
1. Munirabad-Mehboobnagar	222	380	0.01
2. Dharmavaram-Penukonda via Puttaparthi	60	94	0.01
3. Macherla-Nalgonda as the first phase of Raichur-Macherla-Nalgonda new line.	34	48	0.10
Gauge Concersion			
1. Secunderabad-Mudkhed and Jankampet-Bodhan	269	283.52	0.01
DOUBLING			
1. Gudur-Renigunta	84	182.15	0.01

Tele Communication Works

	(Rs. in Lakhs)
1. Hospet-Swamihalli-Kottur; provision of departmental Communication circuits etc.	230.00
2. Hubli; Replacement of Strowger telephone Exchange by Electronic telephone Exchange.	55.91

Signalling Works

I. The following sanctioned works are in progress in South Central Railway during 1997-98:-

1. Vijayawada-Rajahmundry-Replacement of lever frames & gears with centralised operations.
2. Vijayawada-Gudur-Replacement of lever frames and point connections (6 stations)
3. Bitragunta & Uppugunduru-Replacement of point gears.
4. Bhimavaram Jn. Bhimavaram Town-Replacement of lever frames and ground gears.
5. Vijayawada-Visakhapatnam-Replacement of signalling gears (7 stations).
6. Vijayawada-Rajahmundry-FM to BSL track circuiting (12 stations).

7. Gudur-Replacement of lever frames.
8. Krishna Canal-Route Relay Interlocking.
9. Nidadavolu Jn.-Replacement of signalling gears with panel interlocking end panels.
10. Balharshah-Kazipet-Replacement of point gears (9 stations).
11. Kazipet-Vijayawada-Gudur-2nd distant signal on Radhani route.
12. Balharshah-Kazipet-Secunderabad-Wadi- Guntakal -Gooty-2nd distant signals on Radhani route.
13. Dornakal Jn.-Replacement of lever frames & points with route relay interlocking.
14. Dornakal-Manuguru FM to FM track circuiting (6 stations).
15. Kazipet-Vijayawade-Replacement of lever frame & points (4 stations)
16. Kazipet-Vijayawada-Centralised electrical operation of points and signals (9 stations).
17. Kazipet Balharshah Replacement of lever frames with centralised operation of points and signals (9 stations).
18. Balharshah-Kazipet-Replacement of lever frames (3 stations).
19. Secunderabad-Replacement of signalling gears and lever frames by Route Relay Interlocking.
20. Kazipet-Kondapalli-Selective replacement of point gears (13 stations)
21. Miraj-Londa-Axle Counter on loop lines (14 stations).

II. The following works were sanctioned in SCR as New Works during 1997-98.

1. Vijayawada-Gudivada-Bhimavaram-Nidadavolu-Replacement of levers (15 stations).
2. Guntur-Krishna Canal-Replacement of lever frames and other signalling gears (3 stations).
3. Dornakal-Bhadrachalam Road-Replacement of lever frames and other signalling gears (5 stations).
4. Pune-Miraj-FM to BSL track circuiting (34 stations).
5. Hubli-Hospet-Track circuiting of reception lines (14 stations).

Derailment of trains in Kerala

2002. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the derailment has become a regular affair in Kerala;

(b) how many accidents including derailment happened in Kerala for the last three years; and

(c) the steps taken to ensure the railway safety?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) and (b) Statistics of train accidents and related information are maintained railway zone-wise and not State-wise. The number of consequential train accidents on Southern Railway during 1994-95, 1995-96 and 1996-97 was 62, 52 and 40 respectivley. Out of these, derailments during the respective years were 31, 35 and 29.

(c) Some of the steps taken to prevent darailments are as under:

(i) Upgradation of track structure on planned basis by replacing earlier rails of 90R by heavier rails of 52 Kg and 60Kg.

(ii) Use of PRC sleepers with elastic fastenings as replacement for wooden and steel sleepers on trunk routes and main line sections.

(iii) Conversion of single rails and short welded 3-rail panels into long welded and continuously welded rail panesls by welding